(b) if so, the reservation quota of berth reservation allotted to Bhopal prior to this change:

(c) the present berth reservation quota of Bhopal for journey to Bombay and to New Delhi;

(d) whether the berth reservation quota of Bhopal has been reduced or discontinued; and

(e) if so, the time by which it will be revived or even raised to a higher number?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) A reservation quota of 12 berths by 1038 Punjab Mail for Bombay and 2 berths by 1037 Punjab Mail for Ferozpur was available.

(c) to (e). Instructions have been issued to restore the quota of 12 berths earlier available at Bhopal in first class by 1038 Punjab Mail in AC-3 tier class. A reservation quota of 4 berths in AC 3-tier has already beeh allotted to Bhopal by 1037 Punjab Mail w.e.f. 6-11-96.

Import Amount of Railways

3997. SHRI P.R. DASMUNSI : Will the Minister of RAILWAYS be pleased to state :

(a) the value of imports of rolling stock and other equipments including track renewal materials made during the Seventh Five Year Plan period and during 1994-95, 1995-96 and 1996-97 upto October 31, 1996;

(b) whether the Government have imported huge quantity of British Rail ignoring the product of SAIL:

(c) if so, the reasons therefor;

(d) whether cracks have been exposed in the British Rail which have been laid in the track in few places endangering the security; and

(e) if so, the steps taken by the Govetnment in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (e). The information is being collected and will be laid on the Table of the House.

Restructuring of Railways

3998. SHRI RAMESH CHENNITHALA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Prakash Tandon Committee has recommended the restructuring of the Railways:

(b) if so, the details thereof: and

(c) the steps taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). A committee to study organisational structure and management ethos of Indian Railways under the Chairmanship of Shri Prakash Tandan was constituted and the recommendations of the Committee were made in March, 1994. The recommendations of the Committee cover the areas of modern financial information systems, developing of business centered approach with focus on the customer, improving the investment planning system, human resource development and organisational restructuring.

(c) The Committee's report conceptual in nature suggested setting up of various committee/task forces to consider the implementability of various recommendations. Keeping in view this suggestion, Ministry of railways have set up various committees/ task forces as under :

(I) *Identify Cost and Profit Centres*

(II) *Modernising Financial Management Information System*

Hasan Iqbal Committee set up on 30.8.94 for identification of cost and profit centres, development of accounting system and modernisation of financial management information system on Indian Railways, has submitted its Final Report on 15.4.96. Board has decided that the recommendations will be implemented on Western Railway as a Pilot Project.

(III) *Capital Restructuring*

A.V. Poulose Committee set up on 2.5.94 for fresh indepth review of the separation of railway finances to fulfil the original objective and review of capital structure on the Railways, has submitted its Final Report on 30.4.96. The salient feature of the Report include :

(i) A charter for Indian Railways which should specifically deal with the policy aspects on role of the Railways, its financial objectives, investment policy, pricing principles, delegation of powers and autonomy and parliamentary control.

(ii) There can not be total withdrawal of investment support, which will have to continue for undertaking projects required under national policy not yielding immediate returns. This capital should be dividend free.

(iii) Balances under the Railway Depreciation Reserve Fund should be solely for renewal and replacement of assets and the Fund should be entirely at the disposal of the Railways without being subjected to plan ceiling or the control of Ministry of Finance.

(iv) Metropolitan Transport Projects should be in the List (II) of the seventh Schedule (Concurrent List) of the Constitution of India to make it clear that state Govt. are also responsible for this type traffic.